



DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

**Noise Exposure Map: Alexandria International Airport,
Alexandria, Louisiana**

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice.

SUMMARY: The Federal Aviation Administration (FAA) announces its determination that the noise exposure maps submitted by the England Economic and Industrial Development District for Alexandria International Airport under the provisions of 49 U.S.C. 47503 et. seq (Aviation Safety and Noise Abatement Act) and 14 CFR part 150 are in compliance with applicable requirements.

DATES: *Effective:* The effective date of the FAA's determination on the noise exposure maps is March 20, 2015.

FOR FURTHER INFORMATION CONTACT: DOT/FAA Southwest Region, Tim

Tandy, Environmental Protection Specialist, Louisiana/New Mexico Airports District Office, ASW-640D, 2601 Meacham Boulevard, Fort Worth, Texas 76137. Telephone (817) 222-5644.

SUPPLEMENTARY INFORMATION: This notice announces that the FAA finds that the noise exposure maps submitted for Alexandria International Airport are in compliance with applicable requirements of Part 150, effective March 20, 2015. Under 49 U.S.C. section 47503 of the Aviation Safety and Noise Abatement Act (hereinafter referred to as "the Act"), an airport operator may submit to the FAA noise exposure maps which meet applicable regulations and which depict non-compatible land uses as of the date of submission of such maps, a description of projected aircraft operations, and the ways in which such operations will affect such maps. The Act requires such maps to be developed in consultation with interested and affected parties in the local community, government agencies, and persons using the airport. An airport operator who has submitted noise exposure maps that are found by FAA to be in compliance with the requirements of Federal Aviation Regulations (FAR) Part 150, promulgated pursuant to the Act, may submit a noise compatibility program for FAA approval which sets forth the measures the operator has taken or proposes to take to reduce existing non-compatible uses and prevent the introduction of additional non-compatible uses.

The FAA has completed its review of the noise exposure maps and accompanying documentation submitted by the England Economic and Industrial Development District. The documentation that constitutes the "noise exposure maps" as defined in section 150.7 of Part 150 includes: Figure 3.3, 2013 Existing Conditions North Flow Flight Tracks; Figure 3.4, 2013 Existing Conditions South Flow Flight Tracks; Figure 4.1, 2013 Existing Condition Noise Exposure Map; Figure 5.1, 2019 Future Condition North Flow Flight Tracks; Figure 5.2, 2019 Future Condition South Flow Flight Tracks; Figure 6.1, 2019 Future Condition Noise Exposure Map; Figure J.1., Existing & Future North Flow Flight Tracks; Figure J.2, Existing & Future South Flow Flight Tracks; Figure J.3, 2013 Existing Condition Noise Exposure Map; 2019 Future Condition Noise Exposure Map; Table 3.1, Historical Annual Operations from ATADS; Table 3.2, Historical Annual Operations from TFMSC; Table 3.3, Total Operations from NOP; Table 3.4, Total Number of Operations for 2013; Table 3.5, Calculated Scaling Factor by Operational Category; Table 3.6, 2013 Runway and Helipad Utilization Rate; Table 4.1, 2013 Existing Condition Noise Exposure Estimates; Table 5.1, Total Number of Operations for 2019; Table 5.2, 2019 Runway and Helipad Utilization Rate; Table 6.1, 2019 Future Condition Noise Exposure Estimates. The FAA has

determined that these noise exposure maps and accompanying documentation are in compliance with applicable requirements. This determination is effective on March 20, 2015.

FAA's determination on an airport operator's noise exposure maps is limited to a finding that the maps were developed in accordance with the procedures contained in appendix A of FAR Part 150. Such determination does not constitute approval of the applicant's data, information or plans, or a commitment to approve a noise compatibility program or to fund the implementation of that program. If questions arise concerning the precise relationship of specific properties to noise exposure contours depicted on a noise exposure map submitted under section 47503 of the Act, it should be noted that the FAA is not involved in any way in determining the relative locations of specific properties with regard to the depicted noise contours, or in interpreting the noise exposure maps to resolve questions concerning, for example, which properties should be covered by the provisions of section 47506 of the Act. These functions are inseparable from the ultimate land use control and planning responsibilities of local government. These local responsibilities are not changed in any way under Part 150 or through FAA's review of noise exposure maps. Therefore, the responsibility for the detailed overlaying of

noise exposure contours onto the map depicting properties on the surface rests exclusively with the airport operator that submitted those maps, or with those public agencies and planning agencies with which consultation is required under section 47503 of the Act. The FAA has relied on the certification by the airport operator, under section 150.21 of FAR Part 150, that the statutorily required consultation has been accomplished.

Copies of the full noise exposure map documentation and of the FAA's evaluation of the maps are available for examination at the following locations: Federal Aviation Administration, 2601 Meacham Boulevard, Fort Worth, Texas; Alexandria International Airport, Scott Gammel, Manager, 1611 Arnold Drive, Alexandria, LA 71303. Questions may be directed to the individual named above under the heading **FOR FURTHER INFORMATION CONTACT.**

Issued in Fort Worth, Texas, March 20, 2015

Ignacio Flores,

Manager, Airports Division.

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